[0028] The above-described pedal ratio is a ratio at which the depression force is multiplied to press the rod 24, or a ratio of the depression amount required for pressing the rod 24 by a certain amount. The pedal ratio can be expressed by the following expression in which a dimension of each part indicated in Fig. 1 is used. In the expression, R represents the pedal ratio; the dimension L_P represents an arm length of the pedal member 34; the dimensions M_1, M_2 represent respective arm lengths of the output member 28 and the pivot lever 62 which are measured from the connecting link 60 as a reference; the dimension L_H represents an arm length from the attaching shaft 64 of the pivot lever 62 to a center line S at which the rod 24 is pressed into the brake booster; and the angle θ represents an angle by which the rod 24 is inclined with respect to the center line S. Fig. 3 is one example of the characteristic of the pedal ratio R, which is obtained in accordance with the expression while the depressing stroke of the depressable portion 20, i.e., the position of the pedal member 34 about the connecting shaft 32 is successively changed. In this example of the characteristic of the pedal ratio R, the pedal ratio R and the ratio of the depression amount required for pressing the rod 24 by the certain amount are reduced in a range where the depressing stroke is large.

$$R = [(L_p \times M_2) / (M_1 \times L_H)] \times \cos\theta \cdots\cdots (1)$$ --

IN THE CLAIMS:

Please AMEND the pending claims 1-3 and ADD new claims 4-8 in accordance with the following:

1. (ONCE AMENDED) A pedal device for a vehicle, comprising:

a depressable portion which is to be operationally depressed by a driver of the vehicle;

an output member pivotably supported by a supporting shaft provided in a bracket that is fixed to a body of the vehicle, such that said output member is pivoted about said supporting shaft when said depressable portion is operationally depressed, for thereby applying to a motive-power transmitting member an output corresponding to a depression force which is applied to said depressable portion;

a longitudinal adjustment device to move said depressable portion in a longitudinal direction of the body of the vehicle when said depressable portion is not being operationally depressed; and

a pedal-ratio varying mechanism disposed between said output member and said motive-power transmitting member, and capable of adjusting a pedal ratio of said pedal device.